

1.1 PURPOSE AND NEED FOR THE SECURITY ACTION

In response to the September 12, 1994, plane crash on the south grounds of the White House, then-Secretary of the Treasury Lloyd Bentsen established the White House Security Review to examine White House security issues related to the incident. Shortly afterward, the scope of the security issues being studied by the White House Security Review was expanded, in response to several subsequent security incidents, to include a thorough analysis of air and ground security at the White House Complex.

The Security Review produced a number of recommendations, among them was the recommendation to restrict vehicular traffic on certain portions of streets contiguous to the perimeter of the White House Complex. The *Public Report of the White House Security Review*, page 42, states that after extensive analysis of classified information, it was not able to identify any alternative to prohibiting vehicular traffic on those streets that would ensure the protection of the President and others in the White House Complex from explosive devices carried by vehicles near the perimeter. The White House Security Review's Advisory Committee unanimously endorsed the recommendation.

The security action, described in detail in Section 1.3 of this document, was taken by the Director of the United States Secret Service on May 20, 1995, following an Order, issued May 19, 1995, by the Secretary of the Treasury. The purpose of the security action is to provide necessary and appropriate protection for the President of the United States, the first family, and those working in or visiting the White House Complex (the White House Security Review defines the White House Complex as being composed of four principal structures: the Executive Mansion, the Old Executive Office Building, the West Wing, and the East Wing). Pedestrian and bicycle traffic was not restricted.

Due to the emergency nature of the vehicular traffic restrictions and for security reasons, the Department was unable to initiate an environmental assessment prior to completing the vehicular traffic restriction. Any delay in implementing this security action would have resulted in an unacceptably high risk of danger to the President, the first family, and the White House Complex. Nonetheless, the Department attempted to notify the Council on Environmental Quality (CEQ) on the evening of May 19, 1995, prior to the security action, and engaged in detailed discussions with CEQ during the days following the security action. During those discussions, CEQ expressed its concurrence with the Department's judgement that the situation was an emergency as described in 40 CFR 1506.11, and that the Department lawfully delayed the undertaking of the environmental assessment until after implementation of the security action. No alternatives to the security action are analyzed.